

IB No. 257/63
23 September 1963
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MEMORANDUM FOR: Chief, Manufacturing and Services Division, ORR

ATTENTION : [REDACTED]

FROM : Chief, CIA/PID (NPIC)

SUBJECT : Comparative Totals of Railroad Rolling Stock, Vehicles and Boat/Ship Count in Kuang-chou (Canton), Communist China

REFERENCES : (1) ORR Requirement RR/30/63, 7 February 1963
NPIC Project C 1241/63 (RR)

(2) ORR Requirement C-RR3-80,452, 12 September 1963
NPIC Project C 1248/63 (Port)

1. This memo is in partial answer to the above listed requirements concerning comparative totals of railroad rolling stock, vehicles and boat/ship counts in the Canton area during the 1958-1963 period.

2. The attached locator map shows the limits of search areas arbitrarily selected for this study. The large circular area, having a ground radius of 10.5 nm, illustrates the area scanned for railroad rolling stock and boat/ship counts. The red colored areas, along the river within the circle, are the areas that were selected for comparative vehicular counts during the 1958-1962 period.

3. The photography used in this study was taken from [REDACTED] These missions were selected from seven overflight missions on the basis of having the necessary qualities to permit this study. That is, having complete photo coverage, best photo quality and camera position with regard to search area and two missions within the referenced time period so as to allow a comparative analysis. In addition, a third mission, [REDACTED] was used only in the railroad rolling stock count. These figures are only approximate, but have been included in the comparative tabulation to show the numbers that were discernible. This mission was not used in the vehicular and ship count because the photo quality was not good enough to permit a complete area search. A selection of comparative photography from the same month or season of the year was not possible. The winter-spring season of 1958 and the summer-fall season of 1962 had to be used.

4. The total figures of the items requested are given here in three tables. These tables list the information by mission and date, area or yard, type, number and totals. Additional information concerning these tables are as follows:

a. Railroad Yards and Rolling Stock (See Table #1)

As mentioned above three missions have been used in this comparison. For the most part, most of the yards and open track within the Canton "Search area" appeared to have light or moderate traffic. The only major change in the complex system of trackage since 1958 is the construction of two-bridges (road and rail) over the Chu Chiang just west of Canton. Up until the completion of this bridge, the rail and road traffic was completely dependant on ferry crossings for travel to Nan-hai and points west. A point of caution, the total numbers of rolling stock listed in the tabulation is probably correct, however a certain percentage of the numbers in "type" could be interchangeable. That is, some of the loaded gondola or hopper cars could have been mistaken for box cars and vice versa. The locomotive counts reflect only steam-type stock. If there were any diesel-type locomotives in the yards at the time of the 62-63 photography, they were probably included in the totals of passenger or box cars. The "open" cars as listed applies to all gondola, hopper, flat etc.

b. Ship type and Totals (See Table #2)

The circular search area was based primarily to include all of the ships observed to be lying at anchor or berthed in the Canton area on the listed photography. Within this area all of the boats/ships, measuring 100 feet or more per your request, have been counted and typed. The 100 foot designator was broadened to include all of these within a range of 100-125 feet since most of these vessels appeared to be motorized junks. In addition to the figures listed herein, numerous sampans, junks, barges and scows were observed throughout the area. Also included were some floating cranes, ferry boats, dredges and numerous log rafts. No major port facilities or unusual storage areas were observed. Some minor facilities have been included at known installations. Information concerning these will be given in a subsequent memorandum.

c. Vehicular Totals (See Table #3)

The areas (as indicated by letters on the map inclosure) were selected as being the most active portions of the Canton port area for a comparison between 1958-1962. The truck count as listed in the tabulation includes a number of possible/probable trucks. This is due to limiting conditions within the search area, such ground scarring, poor tonal patterns and the amount of clutter normally associated

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with a port area such as Canton. Also, this total is probably just a fraction of the vehicles actually in use in the area. Many of them may be in sheds, buildings or hidden from view by buildings and tree shadows. The "miscellaneous" vehicle totals probably include cars, carts, wagons as well as small trucks. Here also, these figures probably reflect just a small fraction of the total numbers, but they do represent the numbers that could be counted and separated from the larger trucks or port "clutter". Most of these vehicles were on the open road or in areas with a relatively "clean" background.

5. This is a partial answer to your requirement. Detail studies concerning the rail and port areas, to include associated facilities, will be forwarded upon completion in subsequent studies. The analyst assigned to this requirement is [redacted] who may be contacted directly on extension [redacted] should you have any questions concerning this memorandum or the forthcoming detail study.

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ENCLOSURE:

✓ 1 Locator Map (CIA/PID/IB-P-559/63)

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YARD*															
BOX	OPEN	TANK	PASS	LOC		BOX	OPEN	TANK	PASS	LOC	BOX	OPEN	TANK	PASS	LOC
1	30	40	12		2	6	150	12		4	50	50	10	10	3
2		8			6					12		80			5
3	13		11			20	5	24		2	10	6	8		1
4	25	11		10		4	40		4	3	20	12		20	7
5	5	6		15	1	2			2	2				25	1
6	30	65	11	10	4	55	80	10	12	5	16	50		2	1
7	2				1				9	1	3	20			1
8				5			5				11	31	10	10	4
9				80	3				85					50	1
10	16	18			1	100	15		3	5	25	15			1
Others	10	10		14	1	22	35		12	2	8	6	5		1
Open Track & Sidings					1	35	10			1	15				2
	154	148	34	134	21	244	340	46	127	37	158	270	33	127	28

*See "Numbered" Areas on Map Inclosure

TABLE #1. Railroad Rolling Stock Count
Canton, China 1958-1963

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NUMBER	TYPE	LENGTH (FT)	NUMBER	TYPE	LENGTH (FT)
1	Cargo	530	1	Cargo	500
2	Cargo	500	9	Cargo	450
1	Cargo	475	4	Cargo	350
2	Cargo	450	2	Cargo	325
1	Cargo	350	3	Cargo	300
4	Cargo	325	2	Cargo	250
4	Cargo	300	5	Cargo	225
2	Cargo	275	9	Cargo	200
7	Cargo	250	6	Cargo	175
3	Cargo	225	35	Cargo	150
3	Cargo	200	170 (Approx)	Cargo	100-125
7		175	1	Tanker	175
7	Cargo	150	1	"	350
350 (Approx)	Cargo	100-125			
1	Tanker	350			
1	Tanker	250			
1	Tanker	200			
397	TOTAL		248	TOTAL	

TABLE #2 Canton Ship Count. 1958-1962

VEHICULAR COUNT

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AREA*	TRUCKS	MISC. VEHICLES	BUSES	AREA	TRUCKS	MISC. VEHICLES	BUSES
A	200	190	22	A	235	120	55
B	185	85	26	B	170	140	28
C	90	40	7	C	85	20	10
D	30	40	0	D	35	15	1
E	20	15		E	20	10	0
F	10	5	0	F	45	25	0
	535	375	55		590	330	94

TOTAL VEHICLES 965

TOTAL VEHICLES 1,019

*See Lettered Areas on Map Inclosure.

TABLE #3 Canton Vehicular Totals 1950-1962

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